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1. A large ammunition storage area is located between Bryansk (5313N-3425E) and Karachev (538N-3453E). In speaking of it the residents of Karachev said that it was much larger than the one in Smolensk and perhaps the largest in the USSR. I heard some people say that should the base be blown up an area of 25 kilometers would be destroyed. This storage area was used by the Germans during their occupation. I personally saw only the gates, which are visible from the Karachev railroad station. The railroad station in Karachev is rather small with only about six tracks.
2. About 100 meters to the left of the Karachev railroad station were the gates to the ammunition storage area. These gates were guarded by a soldier armed with a carbine. From the gate, and stretching as far as could be seen, was a barbed wire fence

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along which were posted guards at intervals of 150 to 200 meters. These guards, who were also armed with carbines and who wore the usual Soviet Army uniform, were sheltered in small booths at their post of duty. The barbed wire fence was about 300 centimeters high with horizontally parallel strands spaced about six centimeters apart. I heard that the barbed wire fence surrounded the entire ammunition storage area and was similarly guarded. I cannot verify this myself because about one half kilometer from the railroad station was the start of a wooded area which obstructed the view.

3. This ammunition storage area allegedly stretches from Karachev to Bryansk, but I do not know its width, inasmuch as it is in a wooded area and not visible from either the railroad line or the highway. In fact, I do not think that it would be visible even from the air because of the forest in which it is located.
4. There was a double-track railroad spur leading from the Karachev railroad station through the gates and into the ammunition storage area. As far as I know this was the only entrance, railroad or highway, into the area; if there was another entrance into the storage area I never heard any mention of it. [REDACTED] said that the double-track spur leading from the Karachev railroad station was the only line into the area; even trains from Bryansk were routed through Karachev into the area.

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5. From conversations I had with [REDACTED] people living in and around Karachev I learned that trains entered and left the ammunition storage area daily. I think that new ammunition was being brought in daily and the older Soviet and captured German ammunition was being replaced. However, there was much more ammunition being brought in than was being shipped out. I do not know the source or the destination of any of the shipments. As far as I was ever able to determine, this area was used strictly for the storage of ammunition of all types, from cartridges to the largest types of shells. I never heard, from my uncle or any other source, that weapons of any type were brought into the area. I did, however, see a large number of artillery pieces of all types in Bryansk II, but I cannot recall any details.
6. From chance conversations with various people I learned that there were a large number of troops located in the ammunition storage area itself--perhaps upwards of a division. Furthermore, about 300 meters north of Karachev was an army garrison which covered an area of two to four kilometers. [REDACTED] a captain in the Soviet Army, once mentioned, as we were passing this army garrison, that there must be about a division of troops stationed there (I do not know whether these troops were engaged in the security of the ammunition storage area). There was always a large number of soldiers in Karachev. The only shoulder straps (pogony) I can recall seeing were either black or red. I do not know the designation of any of these military units or the names of any commanding officers. I saw no antiaircraft guns or radar anywhere from Karachev to Bryansk, except for the above-mentioned artillery being stored in Bryansk II.

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7. The railroad from Karachev to Bryansk was double-track before World War II, but, after its destruction by the Germans during the war, it was rebuilt as a single-track railroad. I am certain that it was single-track [redacted] route in the summer of 1948 and in November of the same year, trains in Karachev were delayed until the trains from Bryansk entered Karachev; furthermore, while en route to Bryansk our train had to pull into a siding a few times to wait for an oncoming train to pass. The spur leading northeast from Belyye Berega was for purposes of transporting peat which was being mined somewhere near the end of the spur to the electric power station in Belyye Berega (5313X-3441X).
8. The electric power station in Belyye Berega serviced Bryanskaya Oblast, including Orel, before World War II. However, after the war it serviced only Bryanskaya Oblast and not Orel. I am certain that, as of the summer of 1948, Bryansk had no electric power station of its own but depended on the one in Belyye Berega for its power. I do not think that all of Bryanskaya Oblast was serviced by the Belyye Berega electric power station because Karachev had no electric power except for a few buildings whose power was produced locally by a generator. (Even the railroad station in Karachev had kerosene lamps). The electric power station in Belyye Berega had six turbines, but I never saw or heard that more than three ever operated at any one time. In fact, residents in Bryanskaya Oblast often wondered why all six were not operated, because they could provide more than enough electric power for the entire oblast. Bryansk seemed to have been the only city in the oblast with sufficient electric power. Each time I passed through Belyye Berega I saw smoke from only three of the turbines, the other three obviously standing idle. This electric power station was left untouched by the war.
9. The peat-mining area mentioned was about 20 kilometers north or northeast of Belyye Berega and covered an area of about 900-1000 hectares. This area, which had also been mined before the war, was very rich in peat, reaching a depth of several meters. [redacted] Work was conducted by a single daily shift of eight hours working six days a week. There were about 150 tractors constantly in operation during working hours. The peat was loaded on cars and transported in a steady flow via a narrow-gauge railroad track directly into Belyye Berega. I believe that the electric power station in Belyye Berega depended exclusively for its fuel supply on the peat mined in this area. I do not think any peat was shipped to any destination other than Belyye Berega.
10. The only industry I know of in the vicinity of Karachev is a plant in Mylinka which is not far from Belyye Berega and located on the Bryansk-Karachev railroad line. It was a lumber-producing plant which permanently employed three shifts of about 72 men each. Local kolkhoz workers assisted, whenever possible, in loading the lumber onto trains. This plant, which obtained its timber from local forests, did not produce any finished products. It was equipped with new machinery because the Germans destroyed all the equipment before they evacuated. Electric power for the plant was provided locally by a generator.

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11. There is an airfield at Bryansk I and also one at Rvasnik, which is approximately 20 kilometers from Karachev (direction unknown). I think that the former airfield is located south-west of Bryansk I, but I have no details on it. The airfield at Rvasnik was small but was supposed to be enlarged considerably. In 1947, three kolkhozes, representing about 1,500 hectares of land, were appropriated by the Government for purposes of enlarging the airfield. This was the figure I heard mentioned by people living in the vicinity of Karachev. One of these kolkhozes allegedly had approximately 150 dwellings, the second had about 250 dwellings, and the third had about 300 dwellings. I do not know what progress, if any, was made toward enlarging the airfield. While in and around Karachev I occasionally heard aircraft flying overhead but cannot recall what type they were.

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[redacted] comments: [redacted]

exact location of the ammunition storage area, except that it lay south of the Bryansk-Karachev railroad line and stretched between these two cities. He was not able to orientate him-

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[redacted] Although he spoke with conviction of the existence of the ammunition storage area and the airfields, he had a tendency to exaggerate, unintentionally, the size of these installations and the number of troops in and around the area. For instance, he first mentioned that the ammunition storage area stretched for at least 60 kilometers between Karachev and Bryansk, but, when shown that the distance between these two cities was only about 40 to 45 kilometers on the map, he seemed somewhat surprised and readily admitted that he could have been wrong. His first estimate of the number of troops located near Karachev was two or three divisions but, upon further interrogation, decided it was less than a division. However, upon repeated questioning at the amount of land appropriated by the Government for the airfield at Rvasnik, he did not waver in his original estimate of 1,500 acres and gave the impression of having heard this figure mentioned a number of times.

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